

NOW, THEREFORE, BE IT RESOLVED that the C-TRAN Board of Directors, incorporating by reference herein the above Recitals:

1. Endorses an LPA for the CRC Project as follows:

- A. RIVER CROSSING: A replacement bridge on two structures of three through lanes in each direction with a minimum number of auxiliary lanes needed for functionality.
- B. HIGH CAPACITY TRANSIT (HCT) MODE: Light rail transit between the Oregon side of the river and the northern HCT terminus in Clark County.
- C. HCT TERMINUS: Clark College in Clark County without use of satellite park-and-ride lots.
- D. HCT ALIGNMENT:
 - 1. The CRC HCT terminus, station placement, alignment and design must be flexible and allow for future HCT extensions and connections in Clark County.
 - 2. The HCT alignment must permit local bus route access along the HCT alignment in downtown Vancouver.

E. HCT FINANCING:

- 1. Capital financing of the HCT component of the CRC Project shall be structured in such a way that C-TRAN is not required to ask voters for capital construction funding.
- 2. Any means chosen to finance operations of the HCT component of the CRC project shall be submitted to impacted C-TRAN voters for approval.
- 3. Initiation of HCT service in Clark County should provide a net service benefit to existing C-TRAN patrons, without diverting existing revenues from C-TRAN's current operating and capital costs.

The above highlighted excerpts are the statements found on page 44 of the CRC Locally Preferred Alternative which incorporates C-TRAN Board Resolution BR-08-019.
http://www.columbiarivercrossing.org/FileLibrary/IRP/IRP_TabG.pdf